

From the statement the discussion proceeded upon the basis of two fundamental propositions, namely, that the United States and the Allies should facilitate the importation into Holland of foodstuffs and other commodities required to maintain her economic life, and that Holland should restore her merchant marine to a normal condition of activity.

"It was the task of the negotiators to develop a specific application of these propositions which would be acceptable to the governments concerned. Early in January, 1918, the negotiators came to an understanding which was embodied in a tentative agreement which was submitted to the government in order that, if acceptable, it might be ratified, or, if unacceptable, a counter proposal might be made.

Proposal from Holland
The negotiations, becoming prolonged, the Dutch delegates proposed that their ship might sooner be put into remunerative service, that Dutch tonnage lying idle in American waters should, with certain exceptions, be immediately chartered to the United States for periods not exceeding ninety days. This proposal was accepted by the United States government, and on January 25, 1918, the Dutch Minister at Washington handed to the Secretary of State of the United States a note expressing the terms of the temporary chartering agreement, and his government's acceptance thereof.

Dutch Government Balked
The agreement was explicitly temporary in character, and, being designed to meet an immediate situation, prompt performance was of the essence. The Dutch government at once declined, however, that it was unwilling or unable to carry out this chartering agreement which had been proposed, the first desire of the United States to be secure at once shipping, as contemplated by the agreement, to transport to Switzerland foodstuffs much needed by the United States.

Threat From Germany
In respect of Belgian relief, the Dutch government expressed its present inability to comply with the agreement, on the ground that the German government had given Holland no assurance that it would forcibly prevent the departure from Holland of the corresponding ships, which under the agreement were to leave coincidentally for the United States. The Dutch government even felt itself unable to secure the two cargoes of foodstuffs which under the agreement it was permitted to secure, since it had been threatened to destroy the equivalent Dutch tonnage which under the agreement was to leave Holland for the United States.

Holland Without Free Will
But the events which I have alluded had served to demonstrate conclusively that we have been attempting to negotiate where the essential basis for an agreement named the meeting of free wills is absent. Even were an agreement concluded, there is lacking that power of independent action which alone can assure performance.

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American Gas Shells Silence Teuton Guns

Four Different Attacks Successful on Toul Front

Patrols Explore Foe's First Line
Irish Regiment, Probably 69th, Heavily Bombarded by Germans

(By The Associated Press)
WITH THE AMERICAN ARMY IN FRANCE, March 19.—American artillery on the Toul front has heavily attacked the Germans with gas shells during the last day or so, it is now permitted to announce. Four different attacks were launched, and from the manner in which the enemy was silenced it is evident they had the desired effect.

Rotterdam Ship Owners Do Not Trust the Allies
[Staff Correspondence]
(Tribune Cable Service)
ROTTERDAM, March 20.—Rotterdam shipowners express disbelief that England or America will be able to replace torpedoed tonnage after the war, and demand adequate compensation in money. Uneasiness is felt concerning the position of Dutch crews in American ports.

40 Dutch Ships Here To Be Placed Under U. S. Flag To-day

Up to a late hour last night no step had been taken by the Federal authorities to gain physical possession of the forty Dutch vessels lying in the Port of New York under the President's proclamation authorizing their seizure. A member of the Shipping Control Board, which is to supervise the transfer, declared that nothing would be done to place the vessels under the American flag until to-day.

Dutch Are Bitter Against Allies for Ship Seizure Plan
LONDON, March 20.—The Reuter correspondent at The Hague says that the Second Chamber to-day debated the seizure of Dutch ships, and the Premier, Dr. Loefer, in a further statement, explained that his government had first intended to resist the associated powers' demand, and only arrived at a conditional agreement out of consideration for the imperative interests of provisioning the country, providing raw materials for industries, and with regard for the interests of the floating colonies. He admitted yesterday that this decision was unlikely to be accepted by the Allied governments.

Baker, Under Fire, Looks Over Top At No Man's Land
Continued from page 1
Americans' shooting was better than that of the enemy, and seemed greatly pleased at the emphatic reply: "Yes, it is."

Sees American Buried
Returning, the Secretary saw a little roadside cemetery, where were buried Americans who have fallen in that vicinity. Over it floated the tricolor. Nearby were a few French civilians, who entered the cemetery, and with grave faces read the names on the simple monuments. While he was there a burial squad of Americans marched in with the body of a comrade. The Secretary halted, turned back and stood with bowed head while the body of his compatriot was laid at rest, with simple military rites, in a foreign land.

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Casualties Among Our Men Serving With Gen. Pershing

WASHINGTON, March 20.—First Lieutenant Frederick O. Klaring is the only officer appearing in to-day's casualty list of thirty-seven names. He was wounded slightly.

Thirty-seven men were killed in action; two died of wounds; two died of accidents; eight died of disease; five wounded severely; and seventeen wounded slightly.

The list follows:

Killed in Action
HUGHES, Russell G., corporal.
MILES, George H., corporal.
MITCHELL, Edward, corporal.

Died of Wounds
CULP, Lloyd, private.
FROIS, Frank, private.

Died of Accident
SMITH, John S., private.
WILLIAMS, George, private.

Died of Disease
TERREL, Major, pneumonia.

ADDAMS, John V., private, pneumonia.
CLARK, Winton, private, pneumonia.

which it was billeted. The Secretary reviewed the battalion and, calling the men about him, gave an informal, friendly talk.

This afternoon Mr. Baker visited the headquarters of another division. Word of his coming had preceded him, and both American and French infantry and cavalry were drawn up to receive him while the tramp of the guns played its part in the welcome. This time, in fact, he heard most of the day. Later, he went into a portion of the trenches held by this division.

Mr. Baker also visited Captain Archie in the hospital, and congratulated him on winning the Cross of War.

Yesterday afternoon the Secretary witnessed an especially arranged battle maneuver. There were demonstrations of the attack, the attainment of the objective, the accompanying gunfire and other realistic features.

During the day the Secretary met the men who explored the first German helmet of the prisoner was presented to him. Mr. Baker accepted the helmet with a few words of praise, but later said that he meant personally to present it to the mother of the man who had given it to him.

"Nation Behind You," Says Baker To the Rainbows

(By The Associated Press)
WITH THE AMERICAN ARMY IN FRANCE, March 20.—The first division of the American expeditionary force to arrive in France was addressed by Secretary of War Baker to-day.

"It would seem more fit," said the Secretary, "and I should much prefer, your experiences. Your division has the distinction of being the first to arrive in France. May every man in your ranks aim at the first division's accomplishment. With you came a body of marines, those well-disciplined, shipshape soldiers in the navy."

"You were the first experience in being billeted and in all the initial details of adjusting yourselves to the new and strange conditions. In this, as in developing a system of training, you were the pioneers blinding the way for other contingents could profit by your mistakes."

"Day after day, and week after week you had to continue the hard work of instruction in the modern warfare. You had to restrain your impetuosity to go into the trenches under General Pershing's wise demand for that thoroughness, the value of which you appreciate as a result of actual service in the trenches."

Cites Value of Training
"If sometimes the discipline seemed wearing, you now know you would have paid for its absence with your lives."

"When your division arrived, it was regular only in name, judged by the high standard set by our first Army in Europe. One party encountered recruits and even a larger percentage of the officers came from the reserve. Had we chosen, we could have sent to France at the outset a veteran regular contingent."

Was In Line With Plans
While this might have been a source of military gratification, it was contrary to the long view of our responsibility in giving adequate military assistance to the Allies and out of keeping with the broad plan of our staff to use our professional soldiers of all grades in training a large army which should have units of equal quality or efficiency in order to assure dependability under any conditions, which is a requisite to successful action.

Sees American Buried
Returning, the Secretary saw a little roadside cemetery, where were buried Americans who have fallen in that vicinity. Over it floated the tricolor. Nearby were a few French civilians, who entered the cemetery, and with grave faces read the names on the simple monuments. While he was there a burial squad of Americans marched in with the body of a comrade. The Secretary halted, turned back and stood with bowed head while the body of his compatriot was laid at rest, with simple military rites, in a foreign land.

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6,000,000 Tons Sunk in Year, Geddes Asserts

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quate supply of men and material. In the fourth quarter of 1917 the foreign construction was 512,000 tons, he stated, giving a total output of 932,000 tons, while the losses in the same period were 1,200,000 tons, which were the lowest since the intensive submarine war began.

Britain's Average Losses
Great Britain had lost on the average 260,000 tons monthly during the last quarter of 1917 and had begun 1918, he pointed out, but the British had contributed the greatest naval effort of the Allies and had sustained the greatest attack, and should not bemoan their scars.

The First Lord's figures on the world's tonnage were reached after deducting lake craft and a considerable amount of the fire of the His figures on the tonnage sunk included vessels damaged and ultimately abandoned. The figures on losses included those due both to enemy action and marine risks. The head of the Admiralty emphasized the importance of the gradual withdrawal of men from the army for the shipyards, so that the army should not be impaired and that the navy should be able to replace its losses. The yards were gradually getting from the army all the skilled and semi-skilled shipyard men, he said, but there was still a considerable deficiency in the requirements of the shipyards, which must be filled by newly trained men by dilution and by grading up.

The output of repair work, continued Sir Eric, had increased in February, 1918, compared with August, 1917, by 80 per cent; ten times more naval craft were docked for repairs in the last quarter of last year than in peace time, and more than 3,000 ships were dealt with in that period. The men so employed and the work they did on 500,000 tons of merchant shipping if they had been engaged in building.

The three main factors in the building problem, said the speaker, were, first, patrol and escort work; second, salvage and repair work; third, the building of new merchant ships. It would be simply providing sheep for the butcher's knife to put all the industry's energies into the building of new ships, he remarked.

Sir Eric admitted that the disappointing results for the January and February building gave justifiable cause for anxiety. He denied the charge that the Admiralty was an ungovernable godmother to merchant shipping. The naval service, he declared, had often subordinated its interests to merchant shipping.

March Wearing First of Chevrons for Service
WASHINGTON, March 20.—Major General March, acting chief of staff, appeared at his office to-day with a small single chevron on the sleeve of his uniform blouse, the first appearance in Washington of this newly adopted mark of actual service at the front. The single V-shaped mark on the lower sleeve indicates six months' actual service at the front, and officers and men are entitled to wear the decoration and additional chevrons for subsequent periods of front line service.

Soldiers to Cable Daily
The families of the men of the 77th, now at Camp Upton, will be kept in almost constant touch with the condition of the men when they go to France, if a plan suggested by Colonel John R. Kelly, of the 304th Field Artillery, is adopted.

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Pershing Names Three to Get First U. S. War Crosses

Lieutenant Green and Sergeants Norton and Walsh Decorated

(By The Associated Press)
WITH THE AMERICAN ARMY IN FRANCE, March 19.—General Pershing, the American commander in chief, has approved the awarding of the first new American military crosses for extraordinary heroism. The recipients are Lieutenant John O. Green, Sergeant William Norton and Sergeant Patrick Walsh.

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American Flier Downs Two More German Planes
PARIS, March 19.—David E. Putnam of Brookline, Mass., a descendant of Lafayette Putnam and a member of the Lafayette Flying Squadron, has just brought down two more German planes. Putnam also has been promoted to the rank of Sergeant in the French army. He already has the War Cross with palms.

On the afternoon of March 14 Aviator Putnam attacked three Albatross monoplane, bringing down one and putting others to flight. The next day he attacked two two-seated machines, one of which crashed to the ground in flames. In each case Putnam was alone on patrol duty.

Noted German Aviator Is Killed in France
WASHINGTON, March 20.—A Paris dispatch to-day says the celebrated German aviator, Captain von Tuschek, has been killed in an air fight on the French front. He fell within the German lines. Twenty-seven victories were credited to the aviator.

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